

CHINA MAIL.

Established February, 1845.

With which is incorporated The "Hongkong Evening Mail and Shipping List." Published every Evening.

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號三月正年八十七百八千英

HONGKONG, THURSDAY, JANUARY 3, 1878.

PRICE, \$24 PER ANNUM.

AGENTS FOR THE CHINA MAIL.

LONDON.—E. ALGAR, 8, Clement's Lane,
Lombard Street, George Street, 30;
Cornhill, GORDON & GOTCH, Ludgate
Court, E. C.; BATES, HENRY & CO.,
4, Old Jewry, E.C.; SABINE, DRAGON &
CO., 150 & 154, Leadenhall Street;
PARIS AND EUROPE.—LEON DE ROSY,
19, Rue Monsieur, Paris.

NEW YORK.—ANDREW WIND, 133, Nassau Street.

AUSTRALIA, TASMANIA, AND NEW ZEALAND.—GORDON & GOTCH, Melbourne and Sydney.

SAN FRANCISCO AND AMERICAN PORTS generally.—BEAN & BLACK, San Francisco.

SINGAPORE AND STRAITS.—SAYLE & CO., Square, Singapore. C. HEINSSEN & CO., Manila.

CHINA.—SWATOW, CAMPBELL & CO., Amoy; WILSON, NICHOLLS & CO., Foochow; HEDGE & CO., Shanghai; LANE, CRAWFORD & CO., and KELLY & WALKER, Yokohama; LANE, CRAWFORD & CO.

BANK.

HONGKONG & SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL.....5,000,000 Dollars.
RESERVE FUND.....650,000 Dollars.

COURT OF DIRECTORS.
Chairman—H. HOPPIUS, Esq.
Deputy Chairman—F. D. SASSEON, Esq.
E. K. BELLOWS, Esq. WILHELM REINHOLD,
W. H. FORBES, Esq. Esq.
Hon. W. KESWICK ED. TOBIN, Esq.
A. MOLYNE, Esq.

CHIEF MANAGER.
Hongkong,...THOMAS JACKSON, Esq.
MANAGER.
Shanghai,...EWEN CAMERON, Esq.
LONDON BANKERS.—London and County Bank.

HONGKONG.
INTEREST ALLOWED.
On Current Deposit Account at the rate of 1 per cent. per annum on the daily balance.

For Fixed Deposits:—
For 3 months, 2 per cent. per annum.
" 6 " 4 per cent. " "
" 12 " 5 per cent. " "

LOCAL BILLS DISCOUNTED.
Credits granted on approved Securities, and every description of Banking and Exchange business transacted.

Drafts, granted on London, and the chief Commercial places in Europe, India, Australia, America, China and Japan.

T. JACKSON,
Chief Manager.
Offices of the Corporation,
No. 1, Queen's Road East.
Hongkong, August 16, 1877.

Notices of Firms

NOTICE.
THE Business hitherto conducted in my name will from this Date be Carried on under the Style of GROSSMANN & CO., Mr. G. A. GROSSMANN having become a Partner therin.

C. F. GROSSMANN.
Hongkong, January 1, 1878.

NOTICE.
MR. BERNHARD SCHMACKER is authorized to sign our Firm by procurator.

CARLOWITZ & CO.
Canton, Hongkong, Shanghai,
January 1, 1878.

NOTICE.
M. R. H. F. MEYERINK has been admitted a Partner in our Firm from this Date.

MEYER & CO.
Hongkong, January 1, 1878.

NOTICE.
THE Interest and Responsibility of Mr. JOSEPH PERRON BARNEE in our Firm in China CEASES from this Date.

HOLLIDAY, WISE & CO.
Hongkong, December 31, 1877.

NOTICE.
I HAVE This Day established myself at this Port, as a MERCHANT and COMMISION AGENT, under the Style or Firm of GEO. R. STEVENS & CO., who will henceforward conduct the Agency of the AUSTRALIAN STEAM NAVIGATION COMPANY.

G. R. STEVENS.
Hongkong, December 26, 1877.

NOTICE.
I HAVE This Day established myself at this Port as a GENERAL COMMISION AGENT.

J. V. VERNON SHAW.
Hongkong, November 1, 1877.

NOTICE.
I HAVE This Day established myself at this Port as a GENERAL COMMISION AGENT.

DOUGLAS LAPRAIK & CO.
Hongkong, September 22, 1877.

NOTICE.
I HAVE This Day established myself at this Port as a GENERAL COMMISION AGENT.

WILLIAM DUNPHY & CO.
Late Manager of the Novelty Iron Works,
Hongkong.

Wm. DUNPHY.
Hongkong, December 10, 1877.

Entertainments.

**THEATRE ROYAL,
CITY HALL.
THIS EVENING,**
AND
Saturday Evening,
the 3rd, and 5th January, 1878.

PROFESSOR THORN,
Artist to
HIS MAJESTY THE EMPEROR OF GERMANY,
And to HIS EXCELLENCY THE
VICEROY, LORD LYTTON,
Patronised by several reigning Princes of
Europe, and by all the Governors
of India, will appear in His
MARVELOUS SCIENTIFIC

and
PLEASING DRAWING ROOM
ENTERTAINMENT,
embracing the
PHENOMENA OF MODERN SCIENTIFIC MEDIA,
entertained with
PROFESSOR THORN'S AMUSING AND
INSTRUCTIVE EXPLANATION.
HOW IT'S DONE.

One of the following Experiments will be
Performed at the Conclusion of
every Entertainment:—

THORN'S FLYING HOLLANDIAN CAGE;
MARVELOUS Disappearing of the
Cage with the CANARIES and the re-
appearing in full View of the Audience.

"THORN'S MEDIUM SECURED IN THE SAGE
of the
COUNT DE MONTE CHRISTO."

"Paleghads or taking A Live Man to
Pieces and restoring Him again
through the aid of invisible
Agencies."

"NEW LIGHT SEANCES."
"THE MEDIUM FLYING IN THE AIR
AND TAKING THE CABINET
WITH HIM."

"THE SPIRITS SUPERSEDED."
"INEXPLICABLE BLOOD WRITING."
"CLAIRVOYANCE OR ANTI-
SPIRITUAL MANIFESTATIONS," &c.

Professor THORN has been presented with
letters, expressing approbation of his Entertain-
ments by 22 reigning Emperors and
Princes of Europe. The latest letter that he
has received being in English, he quotes
as follows:—

"Professor THORN gave one of his ple-
asing Entertainments at Simla under
my patronage and a private Seance at
Government-House. I was much
pleased with his Performances and
think him a remarkably skilful and
graceful professor of Legodomian."

GOVERNMENT HOUSE,
Simla, } (Sd.) LYTTON.
8th June, 1877.

PRICES OF ADMISSION:
To all Parts of the House.....2 Dollars.

Seats can now be secured at Messrs
LANE, CRAWFORD & CO.'s, where a Plan of
the House can be seen.

Doors Open at 8.30 p.m., Commence at
9 p.m., precisely.

Chairs may be ordered for 11 o'clock.

For particulars, see Programmes, and
other Hand Bills.

Hongkong, January 3, 1878.

HONGKONG CHORAL SOCIETY.

THE FIRST CONCERT of the Season
will take place on THURSDAY, the
10th JANUARY, 1878, the Proceeds of which
will be devoted to the FUND for Relieving
the FAMINE in the NORTH OF CHINA.

Hongkong, December 28, 1877.

AMATEUR DRAMATIC CLUB OF
HONGKONG.

THE MEMBERS of the above CLUB
will give a Performance at the
THEATRE ROYAL, CITY HALL,
on

SATURDAY,
January 12th, 1878,

When will be presented a Comedy
ENTITLED
"NINE POINTS OF THE LAW,"

to be followed by a farce by CH. SELBY, Esq.,

ENTITLED
"Boots at the Swan."

Tickets may be had at Messrs LANE,
CRAWFORD & CO., on and after Wednes-
day, January 2d.

Doors Open at 8.30, Performance to Com-
mence at 9 o'clock.

CHAS. C. COHEN,
Hon. Secretary,

Hongkong, December 31, 1877.

FOR SALE.

COAL.

BEST QUALITY CARDIFF STEAM

COAL for Sale, ex Godown.

Apply to

BATTLES & CO.

Hongkong, December 8, 1877.

NOW READY.

CHINESE DICTIONARY IN THE

CHINESE DIALECT. Part I,

A to K, with Introduction, Royal Svo.,

pp. 202.—By ERNEST JOHN EITZEL, PhD.

Tubingen.

Price: Two DOLLARS AND A HALF.

To be had from Messrs LANE, CRAWFORD & CO.,

Hongkong, and Shanghai; and Messrs

KELLY & WALKER, Shanghai.

Hongkong, February 6, 1877.

CHINA MAIL.

For Sale.

EXTRA FINEST ISIGNY BUTTER, in 1 lb. and 2 lb. Tins,
Packed specially for LANE, CRAWFORD & CO.

CHOICE FRENCH JAMS,

LANE, CRAWFORD & CO., Special Agents.

VAN HORCKEN'S AVH GIN,

LANE, CRAWFORD & CO., Special Agents.

BASS'S ALE and GUINNESS'S STOUT, Bottled by FOSTER,

LANE, CRAWFORD & CO., Special Agents.

TUBORG'S DANISH BEER,

LANE, CRAWFORD & CO., Special Agents.

CURRIER and ADAMS'S CLARETS,

LANE, CRAWFORD & CO., Special Agents.

BULLOCK LADE'S Scotch WHISKY, specially blended,

For LANE, CRAWFORD & CO.

Very Fine OLD RYE WHISKY,

Bottled by LANE, CRAWFORD & CO.

SACCOMI'S Perfectly Pure SHERRIES,

Bottled by LANE, CRAWFORD & CO.

Choicest Pure PORT, direct from Oporto,

Bottled by LANE, CRAWFORD & CO.

CUMSHAW MIXTURE, the finest Mixture of new Foochow Tea,

Prepared specially for LANE, CRAWFORD & CO.

CHUBB'S SAFES, LOCKS, and BOXES,

LANE, CRAWFORD & CO., Special Agents.

LETTS'S DIARIES for 1878,

LANE, CRAWFORD & CO., Agents.

SILVER LAMPS,

LANE, CRAWFORD & CO., Agents.

BAXTER'S CANVAS,

LANE, CRAWFORD & CO., Agents.

Hongkong, December 28, 1877.

Intimations.

G. FALCONER & CO.,
WATCH AND CHRONOMETER
MANUFACTURERS,

AND
JEWELLERS.

NAUTICAL INSTRUMENTS, CHARTS
AND BOOKS.

46, Queen's Road Central.

Hongkong, August 20, 1877. fe20

W. BALL,
CHINA DISPENSARY.

IMPORTER OF DRUGS, CHEMICALS,
DRUGGISTS' SUPPLIES, TOILET
REQUISITES, PATENT MEDICINES
AND PERFUMES.

Prescriptions Dispensed with Carefulness
and Prompt Attention.

NOTICE.

THE Twenty-third Ordinary Half-yearly
MEETING of SHAREHOLDERS

in the Company will be Held at the Office
of the Company, No. 50 A, Queen's Road,
on FRIDAY, the 25th January instant, at
3 o'clock in the Afternoon, for the purpose
of receiving a Report of the Directors, together
with a Statement of Accounts, declaring a
Dividend and electing a Director and
Auditor.

By Order of the Board of Directors.

P. A. DA COSTA,
Secretary.

Hongkong, January 2, 1878. ja25

To-day's Advertisements.

FOR NEW YORK.
The 41 American Barkentine
"MARION,"
R. Howes, Master, will load
here for the above Port, and
will have immediate despatch.
For Freight, apply to
VOGEL, HAGEDORN & Co.
Hongkong, January 3, 1878.

FOR NEW YORK.
The 41 American Bark
"B. F. WATSON,"
Hawkins, Master, will load
here for the above Port, and
will have quick despatch.
For Freight, apply to
VOGEL, HAGEDORN & Co.
Hongkong, January 3, 1878.

FROM LONDON AND SINGAPORE.

THE S. S. *Glenfalloch*, having arrived,
Consignees of Cargo by her are hereby
informed that their Goods are being landed
at their risk and stored in the Godowns of
the Undersigned, whence and/or from the
Wharf or Boat delivery may be obtained.
Optional Cargo will be sent to Shanghai
unless notice to the contrary is given before
4 p.m. To-day.

Cargo remaining undelivered after the
10th instant will be subject to rent.
No Fire Insurance has been effected.
Bills of Lading will be countersigned by
JARDINE, MATHESON & Co.,
Agents, S. S. *Glenfalloch*.
Hongkong, January 3, 1878.

FROM CALCUTTA, PENANG AND
SINGAPORE.

THE S. S. *Hindostan*, having arrived
from the above Ports, Consignees of
Cargo are requested to send in their Bills
of Lading to the Undersigned for counter-
signature, and to take immediate delivery
of their Goods.

Cargo impeding her discharge will be at
once landed and stored at Consignee's risk
and expense.

DAVID SASOON, SONS & Co.,
Agents.
Hongkong, January 3, 1878.

LAMBERT, ATKINSON & CO.
HAVE FOR SALE.

A LARGE ASSORTMENT OF
AMERICAN COOKING & PARLOUR
STOVES.

FLINDERS and FIRE IRONS.
Superior California LAMBSWOOL
BLANKETS.

FAIRBANK'S SCALLES, from 400 lb.
to 2,500 lb.

BRUSSELS and TAPESTRY CAR-
PETS, various patterns.

VELVET and TAPESTRY SOFA
CARPETS and RUGS.

DOOR MATS.

HORSE BLANKETS.

Central and Pin-fire CARTRIDGE
CASES.

GUN-WADS, PERCUSSION CAPS.

STATIONERY, of every description.

BOOKS.

WORKS OF REFERENCE.

NOVELS, SCHOOL BOOKS.

SHEET MUSIC and SONGS.

FRENCH APPLES, and LEMONS.

SALMON BELLIES, in KITS.

MACKEREL, TONGUES & SOUNDS.

Family PIG PORK, and Prime MEAT.

BEEF, in Kegs 25 lb. each.

CAVARE, SARDELLES, and Spiced
ANCHOVIES.

Prime American BACON and HAMS.

Cutting JAMS and JELLIES Assorted.

GRAHAM FLOUR, CORN MEAL,

RYE MEAL, &c., &c.

Canned Dessert FRUITS.

Compressed CORNED BEEF, and

BEEF TONGUES.

PICKLED SALMON, in Quantities to
suit Purchasers.

CROSS & BLACKWELL'S OIL MANS'

STORES, of every kind; Fresh Supplies

received by every Steamer.

CLARINET in Case, (BANDOL), Superior
Quality.

BASCILY PERKIN'S PORTER, in Hoggs
heads and Kidderkins.

GUINNESS'S STOUT, Bottled by E. & J.

BURKE, in Pints and Quarts.

BASS PALE ALE, Bottled by CAMERON
and SAWDENS, in Pints and Quarts.

&c., &c., &c., &c.

Hongkong, January 3, 1878.

IN THE GOODS OF

GEORGE UNDERHILL SANDS,

Deceased.

NOTICE is hereby given that all Creditors and other Persons, having any CLAIMS or DEMANDS upon or against the Estate of GEORGE UNDERHILL SANDS, late of Victoria, Hongkong, who died at Victoria aforesaid on the 30th day of October, 1877, and whose Will was duly proved, Probate whereof was granted to WILLIAM HOWELL FORBES, of Victoria aforesaid, Esquire, the Executor therein named by the Supreme Court of Hongkong, in its Probate Jurisdiction on the 5th day of November, 1877, are hereby required to send, in writing, the particulars of their Claims or Demands to the said WILLIAM HOWELL FORBES at his address aforesaid, or to the Undersigned, WILLIAM HOWELL FORBES, the Solicitor of the said WILLIAM HOWELL FORBES, at the office of the said WM. HOWELL FORBES, 29 Queen's Road, Hongkong, on or before the 1st day of May, 1878.

And notice is hereby given that at the expiration of the last mentioned day, the said WILLIAM HOWELL FORBES will proceed to distribute the assets of the said GEORGE UNDERHILL SANDS amongst the parties entitled thereto, having regard to the Claims of which the said WILLIAM HOWELL FORBES shall then have had notice; and that the said WILLIAM HOWELL FORBES will not be liable for the assets, or any part thereof, to distribute, to any person of whose Claim the said WILLIAM HOWELL FORBES shall not have had notice at the time of the distribution.

Dated this 1st day of January, 1878.

WM. H. BREELTON,
Solicitor of the said
WILLIAM HOWELL FORBES.

To-day's Advertisements.

FOR SHANGHAI.

The Steamship
"GLENFALLOCH."
will be despatched for the
above Port on SATURDAY,
the 5th Instant, at Noon.

For Freight or Passage, apply to

JARDINE, MATHESON & Co.,
Agents, S. S. *Glenfalloch*.

Hongkong, January 3, 1878.

ja5

FOR HAIPHONG (DIRECT).

The Steamship
"HOLYROOD,"
Capt. J. Peter, Master, will be
despatched for the above
Port on SATURDAY, the 5th Instant, at
Daylight.

For Freight or Passage, apply to

DOUGLAS LAPRAIK & Co.,
Agents, S. S. *Holyrood*.

Hongkong, January 3, 1878.

ja6

FOR SWATOW, AMOY & FOOCHOW.

The Steamship
"NAMOA,"
Capt. J. E. PUNCHARD, will be
despatched for the above
Ports on SUNDAY, the 6th Instant, at
Daylight.

For Freight or Passage, apply to

DOUGLAS LAPRAIK & Co.,
Agents, S. S. *Namoa*.

Hongkong, January 3, 1878.

ja6

FOR MANILA.

The Steamship
"MACTAN,"
will have immediate despatch
for the above Port.

For Freight or Passage, apply to

J. Y. V. SHAW,
Agent, S. S. *McTarn*.

Hongkong, January 3, 1878.

ja6

Not Responsible for Debts.

Neither the Captain, the Agents, nor
Owners will be responsible for any
Debt contracted by the Officers or Crew
of the following Vessels, during their stay
in Hongkong Harbour:—

ALPHINGTON, British barque, Captain G.
Cunningham.—Wieler & Co.

CHILTON, British ship, Captain E.
Shrewsbury.—Wieler & Co.

COLORADO, American ship, Captain Iu
graham.—Russell & Co.

KATE CARNIE, British barque, Captain
James Wilson.—Melchers & Co.

BROOMHALL, British ship, Captain H.
Bate.—Russell & Co.

CHARTER OAK, American ship, Captain
Staples.—Jardine, Matheson & Co.

FORMOSA, German 8-m. schooner, Capt.
Schweer.—Melchers & Co.

ANNIE S. HALL, American barque, Capt.
Chas. H. Nelson.—Captain.

BIRKEL, British ship, Captain W. Reynolds.—Order.

JURGEN, German barque, Capt. W.
Winds.—Siemsen & Co.

SIR JAMES T. FAMILY, British ship, Capt.
Geo. T. Hopkins.—Siemsen & Co.

GLENFRUIN, British barque, Capt. Lang.—Chinese.

VESTA, German barque, Capt. R. Dirks.—
Melchers & Co.

PARSÉE, British steamer, Captain W.
Sargent.—Melchers & Co.

RAJAHANTHAR, British s'r, Capt.
T. Hopkina.—Siemsen & Co.

PETER, German 8-m. schooner, Captain
H. Möller.—Eduard Schellbach & Co.

R. C. RICKMERS, German ship, Captain
R. O. Stolt.—Wm. Pustau & Co.

SHIPPING.

ARRIVALS.

Jan. 3, *Gloria*, British barque, from
Wampoa.

Jan. 3, *Namoa*, British steamer, 663,
Capt. J. E. PUNCHARD, *Foochow* Dec. 30, Amoy
Jan. 1, and *Swatow* 2, General and Treas.
—DOUGLAS LAPRAIK & Co.

Jan. 3, *Fung-shun*, Chinese steamer, 663,
Andrew, *Shanghai* Dec. 30, General.

Jan. 3, *Hindostan*, British steamer, 991,
T. R. Gardner, *Calcutta* Dec. 16, *Penang*
23, and *Singapore* 26, 1,476 chests *Cotton*,
2,281 bags *Saltspetre*, 607 bags *Cotton*,
1,980 pkgs. *Sundries*, and 87 boxes *Treasure*
(Rs. 841,000).—DAVID SASOON, Sons & Co.

Jan. 3, *Glenfalloch*, British steamer,
1350, Taylor, London Nov. 18, via ports of
call, and *Singapore* Dec. 27, General.—
JARDINE, MATHESON & Co.

Jan. 3, *Atalanta*, French iron-clad, from
Canton.

DEPARTURES.

Jan. 3, *Taiwan*, for Coast Ports.

3, *Namoa*, for *Swatow*.

3, *Altona*, for *Shanghai*.

3, *Malabar*, for *Vancouver*.

3, *Emerald*, for *Manila*.

3, *Paras*, for *Hongkong*.

3, *Friedrich Perthes*, for *Takow*.

3, *Bremen*, for *Quinsay*.

3, *Malina*, for *Singapore*.

3, *Centon*, for *Manila*.

3, *Chinkiang*, for *Shanghai*.

3, *Belgian Antwerp*, for *Shanghai*.

3, *Fung-shun*, for *Canton*.

3, *Tschen*, for *Europe*, &c.

3, *Menelaus*, for *London*, &c.

3, *Achilles*, for *Shanghai*.

3, *Golden Horn*, for *Singapore*.

Cleared.

Golden Russell, for *Hamburg*.

Menglong, for *Quinsay*.

Irene, for *Singapore*.

Ferdinand Brunn, for *Singapore*.

Lucky, for *Bangkok*.

Yutung, for *Hoochow* & *Haiphong*.

Rhuddian Castle, for *Manila*.

Heronymus, for *Kraoing*.

Passengers.

Arrived.

Per *Namoa*, from Coast Ports, Messrs

THE CHINA MAIL.

INQUESTS.

The adjourned inquest on the body of Leong Chai, a Chinaman, who was found dead in the hold of the S.S. *Chinkiang*, was resumed this afternoon at the Magistracy, before James Russell, Esquire, Coroner, and Jury comprising Messrs P. Jordan, M. J. Grote, and F. Guedes.—Dr Wharry was examined and said the body was brought to the Hospital at 10 o'clock on the morning of the 1st; it was that of a Chinese male about 35 years of age, fairly nourished. The collar bone was dislocated, several ribs on the left side were fractured, and the skull was fractured. The wounds were such as would have been caused by a fall from a height. A verdict of accidental death was recorded.

THE "JESSIE JAMISON" CASE.

The adjourned inquest on the body of Thomas Schmidt, a seaman belonging to the British barque *Jessie Jamison*, was then proceeded with before the same Jury.

George West, the master of the vessel, was first called; he said: The *Jessie Jamison* is a barque of 504 tons register, her official No. is 47,608.

The registered owners are Har- grove & Co. The deceased shipped at Cardiff on the 6th July, 1877. There are three other men in the Hospital at present who joined the ship. My crew consist of myself, 1st and 2nd mate, 6 able seamen, 2 ordinary carpenter, steward and 2 boys. Provisions were served out regularly according to the scale laid down by Act of Parliament. I had ten cases of lime juice taken out of Bond. I saw the lime juice served out daily at past 12 o'clock (one bell). This was when all hands were on deck. Each man had vinegar as well. The ship arrived here on the 31st December, after a passage of 170 days from port to port. The first signs of scurvy were noticed on the 4th November in the Straits of Timor. Strange marks were noticed on Thomas Schmidt's feet and legs and every appearance of scurvy, and until this date he had refused to take any lime juice. I made an entry on the 4th September certifying that Thomas Schmidt, A.B.; Morgan Evans, A.B.; and Nashee Kaseem, A.B., refused to take their lime juice. This was the sixth day of their refusal. I did not make an entry the first day, as I thought it was only a whim they had taken and they would soon after their mind. The deceased never took the lime juice after this. I told them it was necessary for their health and that they would get scurvy if they did not take it. Schmidt said it was too cold and would give him a belly-ache. They only laughed when I told them they would get scurvy; this is the way with sailors. The men were nearly all foreigners; Evans is an Englishman and he is all right. Schmidt (the deceased) told me that he had been in Hospital with fever and ague, and left it five days before he shipped. Kaseem and Evans began to take their lime juice a few days later, after I had spoken to them about it. In the Gilolo Passage Schmidt was off duty; he was suffering from scurvy, consumption and fever. The entries in my official log were all made on the day and date there stated; an entry on the 15th appears after one on the 26th it was copied from the mate's log. The entry states: Perres was a man of very dirty habits; and myself, the mate, and the steward, have several times warned him about eating so much grease and fat, but he took no notice of it. When the man got bad, I copied this entry from the mate's log. I did not make an entry when he got sick; that will appear in the general log. I made this entry to show that the scurvy was brought on by his own dirty habits. The deceased did take his lime juice on and after the 4th November. After the first all hands had soup and bouli every Sunday, and after the first symptoms of scurvy on the 4th November all hands had fresh timed meat, four times a week and a double allowance of lime juice daily. The men took this double allowance willingly; they were glad to get it, as the weather was warm. There were six men sick with the disease altogether, two are now on board, but not bad enough to be sent on shore. These six men were off work for three weeks. I gave them opening medicine, and Schmidt got sherry wine twice a day in his arrowroot. I have been in command of British ships for over twenty years, and have been to sea altogether for forty years. I have always been going long voyages and know as well as most men how to treat cases of scurvy. I believe the disease was brought on by eating scones (hash) a conglomeration of bread, pork, and hash. One of the men (Perres) used to take the hash out of the hash cake and eat it on his bread. Some people call the scones, American crackers; I have never met with a case of scurvy until this time. Not one of the Englishmen were attacked with the disease and I attribute their immunity to their living in a cleaner way than the foreigners.

By Mr Jordan: The man did not refuse to take their vinegar.

The enquiry was then adjourned to the Hospital to examine the sick men.

Rubin Rudkinson, one of the sick men, was examined, he said that he first felt pain in his joints about three months ago. I took my lime juice regularly. I saw Schmidt take his several times; I cannot say if he took it dry or not. I first felt the pain in my ankles; when we got ill we got a double allowance of lime juice. I have been seven years going to sea; I never heard of scurvy before. We had our salt beef and salt pork, the meat was rather bad, and we complained to the Steward; when the meat was boiled there was a skin over it and it was hard. Steward said it was owing to the boiling. We used to cut this off and throw it overboard, and we consequently had a very small quantity. I believe we got the quantity of beef we were supposed to receive. I know what bread scones are; I did not see much used. I myself never used it. The water the beef was soaked in gave forth an awful smell. We left off eating the beef after the scurvy broke out; we did this of our own free will and never reported it to the Captain. There was only one kind of beef on board the ship. The cook boiled the beef and left it in the galley, if we wanted it we could get it. There were no Englishmen in the forecastle, the only one on board, who was a sailor, was taken into the after-house, owing to there having been a fight between him and Kaseem. Morgan never made any complaint to my knowledge. We never got any tinned meat, we used to get soup and bouli on Sunday, before we got ill; and afterwards we had rice every two or three days and had burgoo (porridge) in the morning. We had as much vinegar as we could use, as soon as the bottle was empty it was refilled. We had no specified quantity allowed each man but a bottleful would be given for each meal. Sometimes 999 bottles

or perhaps two were issued during the week. The bottle was a lime juice bottle: I always took my lime juice. After we got ill there were three days in the week we ate no meat at all. I did not hear Schmidt complain much. One boy, who lived aft, George Vedder, was ill, but I do not know what was the matter with him. I cannot say for certain what beef they used aft. The carpenter used to get whatever was left from the Cabin table. We had no fault to find with the steward. After we got sick the Captain was very kind to us; he gave us soap, and arrowroot, and everything that we wanted. The deceased got even wine. As soon as Schmidt got the scurvy in his leg we left off eating beef and had nothing but tea and biscuits; three days a week. I lived this way for seven or eight weeks before I got sick. I never eat any of the scones. I believe that man over there (Perres) ate some. (The man referred to told the witness to speak for himself; he (Perres) knew what he had to say, when it came to his turn).

Mr Russell asked Perres if he could hear what the witness was saying and he replied that he could and could hear a lot of lies. Mr Russell cautioned witness as to the evidence he had given and said that he must recollect that this was a very important enquiry and might affect not only himself but every man who went to sea.

Witness replied that he had said nothing but what was true. Some of the men used to wash with salt water every day but the carpenter told us not to do so as it was warm weather and the pores of skin should be kept open, and the salt would close them up.

Mr Jordan: How is it if the captain is so kind, you never complained about the beef.

Answer: Because we knew that the captain could not help it, there was no other beef on board. I believe there was some man complained that he had not got enough to eat and the captain told the man that if he liked he could have his own allowance served off to him and cooked separately, and if he could not eat it he could throw it overboard. There was only one barrel of beef bad on board, the men left off eating it when they found that Schmidt had got scurvy.

Joseph Perres, sworn stated, I am a native of Gibraltar; I have been about 2 years a sailor, but 7 years to sea as a fireman. The first I knew of the scurvy was Schmidt getting sick. Schmidt said that lime juice gave him the fever, and he gave it to other fellows to drink. The Chief mate spoke to him about this and made him drink it. Schmidt was sick when he came on board at Cardiff; he was a very weak man. I do not think he drank lime juice more than 24 times.

The enquiry was still proceeding when our Reporter left.

CORRESPONDENCE.

To the Editor of the "CHINA MAIL."

Hongkong, Jan. 3, 1878

SIR,—In a sub-leader of the 23rd Nov., the *London and China Express* stated that Professor Sheldon Amos, while lecturing about China, "detailed in forcible language the evils arising from opium eating." The *Express* contradicted it by saying that the Chinaman smokes it and argued that it is from the overlooking this obvious distinction that nine-tenths of the misapprehension on the opium question in the minds of a section of the public has arisen." Your morning contemporary in a leader of this day, no doubt misled by the remarks of the *Express*, severely reprehended Professor Amos for failing into such a "very serious error which was utterly inexplicable" one who pretends to be an authority upon the opium question."

Now in looking into the report given in the *Express* which was taken from the *Times*, I fail to see that the learned Professor had said anything which might be understood to mean that the Chinaman eats opium. It was the Chairman Dr Richardson, F.R.S., according to the report, who as a medical man, spoke upon the use of opium as a drug producing narcotic and said that the use of it had greatly diminished amongst Europeans of late years, and it is stated that he continued in forcible and striking language to detail the evils which arose to the human race from the practice of opium eating. It is not quite clear from the report that the doctor did not attribute the practice of opium eating to Chinese but to Europeans, which I believe was what he meant; but how Professor Amos could have been made to say that the Chinaman eats opium is beyond my comprehension. Though Professor Amos, I believe, has not been out here, he has taken great pains to gather all the facts and to study the opium question in all its phases. I venture to say he knows more of the *exacte* question than most of your readers in China, and I cannot believe that he could have fallen into such an error as has been attributed to him.

Yours faithfully,
JUSTITIA.

China.

Foochow, (Herald, Dec. 27th.)

From the Tartar Camp, we learn that a large wolf was shot to day, within ten minutes walk of the *Kung-tung*. These native sportsmen, armed with matchlocks and an old musket, succeeded in terminating the beast's marauding career.

Amongst the passengers en route to England per S. S. *Taizhou*, on the 26th instant, was our respected fellow resident, Mr John Forster, who, we regret to learn, has been compelled to leave China through ill health. We understand that, prior to his departure, Mr Forster, with characteristic generosity, made a free gift to the Trustees of the Foochow Native Hospital of his old long coat and breeches. I myself never used it. The water the beef was soaked in gave forth an awful smell. We left off eating the beef after the scurvy broke out; we did this of our own free will and never reported it to the Captain. There was only one kind of beef on board the ship. The cook boiled the beef and left it in the galley, if we wanted it we could get it. There were no Englishmen in the forecastle, the only one on board, who was a sailor, was taken into the after-house, owing to there having been a fight between him and Kaseem.

Morgan never made any complaint to my knowledge. We never got any tinned meat, we used to get soup and bouli on Sunday, before we got ill; and afterwards we had rice every two or three days and had burgoo (porridge) in the morning. We had as much vinegar as we could use, as soon as the bottle was empty it was refilled. We had no specified quantity allowed each man but a bottleful would be given for each meal. Sometimes 999 bottles

postponing the race meeting, and the Course, though still rather swampy at the Foochow Road Corner, is getting into better "going" order. One of the favorite griffins died a few days ago, rather unexpectedly. The owner is really deserving of sympathy, as the deceased Mongol was undoubtedly the finest "Saint" in his calendar. Mr St Andrew's team has arrived, and is reported to be in grand condition; it includes a "Sunbeam" that we understand promises to eclipse all the other glories in the second event of the first day. Blue and Scarlet are favorite colours for Maidens. So beware, gentle readers.

We regret to notice that the famishing distress in the north is increasing. Our Shanghai contemporaries state that considerable numbers of refugees are beginning to arrive at that port and other adjacent cities.

A movement is we believe on foot in California to promote the cultivation of the Tea plant in that prosperous State. The climate is said to be very favorable, and it is thought that the Chinese element of the population might be successfully employed in the proposed industry.

Japan.

TOKIOHAMA.

(Gazette.)

We have to record a very sad event which happened yesterday evening, Dec. 18th, in Tokio, the residence of Mr F. C. Hayes, formerly a Secretary in the Mining Department. Mr Hayes had been seriously unwell for some little time previous to his death, and was wholly confined to his bed for the last few days, during which time he lay in a very precarious and excited state. No one, however, could have apprehended such a catastrophe as his suicide. It would appear, now, from what is known by those who were about him in his illness, that the anxiety of business had so wrought upon his mind as to cause a temporary derangement which led him, at a moment when no one was near, to shoot himself through the head with his revolver. An inquest was held this afternoon on the body at the Yedo Hotel.

The Chinese Ministers landed at three o'clock to-day (Dec. 18th) in real Chinese state, to the intense admiration of a large number of Japanese and Celestials. The two Ministers were carried in kagoes, each borne on the shoulders of eight bearers, and both preceded by heralds bearing banners, and other paraphernalia which are generally to be observed in a Chinese Mandarin's procession. A company of marines escorted the Ambassadors. There was no music, though great noise was made by beating gongs.

Joseph Perres, sworn stated, I am a native of Gibraltar; I have been about 2 years a sailor, but 7 years to sea as a fireman. The first I knew of the scurvy was Schmidt getting sick. Schmidt said that lime juice gave him the fever, and he gave it to other fellows to drink. The Chief mate spoke to him about this and made him drink it. Schmidt was sick when he came on board at Cardiff; he was a very weak man. I do not think he drank lime juice more than 24 times.

The enquiry was still proceeding when our Reporter left.

CORRESPONDENCE.

To the Editor of the "CHINA MAIL."

Hongkong, Jan. 3, 1878

SIR,—In a sub-leader of the 23rd Nov., the *London and China Express* stated that Professor Sheldon Amos, while lecturing about China, "detailed in forcible language the evils arising from opium eating." The *Express* contradicted it by saying that the Chinaman smokes it and argued that it is from the overlooking this obvious distinction that nine-tenths of the misapprehension on the opium question in the minds of a section of the public has arisen." Your morning contemporary in a leader of this day, no doubt misled by the remarks of the *Express*, severely reprehended Professor Amos for failing into such a "very serious error which was utterly inexplicable" one who pretends to be an authority upon the opium question."

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Yours faithfully,
JUSTITIA.

tion seems very probable. A supporting beam ran through a chimney near the polisher's room in the centre of the building; and it is believed that this beam caught fire, and communicated it to the surrounding parts. In any case it was at this spot that the danger was first noticed; the workman whose attention was attracted to it, running downstairs to inform Mr Muller. This was shortly before eleven o'clock. An alarm was at once raised and the fire bell gave the accustomed appeal. In a few minutes the engines were got out and there was soon a good muster of firemen. Two steam, and two manual, engines were placed in the Cathedral compound, from the pond of which a good supply of water was obtained; and two steam and one hand engines were stationed near the river. By this time the flames had a good hold of the centre of the roof; and the northerly wind had a tendency to direct the fire southwards. The premises contained a very large and valuable collection of furniture, stored mostly in the upper room; and endeavours were first devoted to saving as much of it as possible. A crowd of foreigners was soon collected, and in a very short time two companies of sailors from H.M.S. *Juno* arrived. Every one present exerted himself in the work of saving, a perfect stream of helpers running backwards and forwards to the large compound opposite, belonging to the residence of Mr C. W. Goodwin, where the furniture was temporarily deposited. In the course of about twenty minutes, during which this operation could safely be carried on, the rooms were stripped of most of their portable contents, though there remained a large quantity of machinery and other things which had to be left to be sacrificed. The highly combustible character of some of the materials used in the business of a furniture manufacturer, and of which there was a good quantity on the premises, gave considerable impetus to the work of destruction. In half an hour after the alarm was raised, the whole building may be said to have been on fire. Fierce flames shot up from the roof, and dense volumes of black smoke is issued from the windows; the powerful streams of water from the several engines making the embers hiss and crackle, seeming only to add fury to the on-sweeping fire. The conflagration was fiercest at the south-east corner, but surely, though gradually, the flames extended to the front until, as we have said, the whole block was a mass of fire. There was now no hope of saving any portion of the premises; and so quickly had destruction been going on fears were entertained for the safety of much of the surrounding property. Continuous streams of water were thrown on to the Temperance Hall, one end of which was separated from the burning building by a tolerably wide passage; but notwithstanding the utmost efforts of the firemen, the steadily blowing wind communicated the flames to the Lecture room attached to the Hall. Water was literally poured upon this building; and after a while the fire was got under, though not until the roof and other portions had suffered great damage. It was in this passage and about this time that the accident occurred to the seaman of the *Juno*. It is needless to say that the blue-jackets worked with the energy and courage which always distinguish them, or that their services were most useful. Mr Percival and a sailor had hold of one of the nozzles and were directing a stream of water with good effect when suddenly there came a terrific crash. To those standing in the street it appeared that a large part of the eastern wall of *Messrs. Muller and Fisher's* premises had fallen. There were many firemen and sailors at work in the passage and when the noise of the crash had subsided the clouds of thick smoke which hung over the spot prevented anything being seen. Those near, however, heard a cry of "help" and one of the sailors was seen partly buried under the fallen debris. This was Mr. Percival's companion at the nozzle. Mr. Percival dragged the man out and he was taken to the Hospital with, we understand, severe wounds on the back and front of the head. Mr. Percival himself had an extraordinary escape. It would appear that the man had been hit by the brook from the frame of a window; Mr. Percival, escaping by his head being near the empty part of the frame. It was a short time after this that the accident happened to Mr. Souper, the precise circumstances of which, however, we have been unable to ascertain. It had occurred by the sudden fall of a portion of the wall, which completely covered him with dust, and severely injured two or three fingers. He was removed in a very exhausted state.

When the flames had reached the front part of the building, they extended with fearful rapidity; and Mr. Wenham's premises, which adjoin on the west, seemed in imminent danger. A portion of his stock in trade was removed to safer quarters. It was about half-past twelve before the fire was thoroughly got under; but the engines continued playing all the afternoon, and at the moment of putting the ruins still smouldering. It will be impossible to learn for some time the amount of damage which has been sustained, but it must be very considerable. We understand that the premises and stock are provided with appropriate paper which prove their identity."—*Java Bode*, 13th Dec.

"The Chinese agents we mentioned in our number of yesterday who came to Java from China with the object described by us, arrived here (Batavia) to-day by coasting steamer *Samaram*.—"Ibid., 14th Dec.

From Samarang we are informed that two Chinese officials have arrived there direct from China via Sourabaya, who have been sent out by the Chinese Government with the object of establishing a Chinese consulate at each of the three chief towns of Netherlands India, and if possible setting up a regular steam navigation between China and Java. These Chinese agents are provided with appropriate papers which prove their identity."—*Java Bode*, 13th Dec.

"The Chinese agents who came to Java from China with the object described by us, arrived here (Batavia) to-day by coasting steamer *Samaram*.—"Ibid., 14th Dec.

Scents Teas.—There has been a but a moderate demand for Capers and a few parcels have found buyers at rather easier rates; 1 medium grade may be quoted about one tael lower, and common kinds show a decline of half a tael. In good and fine tea no business is reported, and the stock of these grades is now trifling.

Scents Orange Peels have also been bought on easier terms; and the few settings of "long leaf" tea which have been made show a fall of one tael; a small parcel of "short leaf" tea has been taken at about previous rates.

The following is a summary of the fortnight's business:

Congon, 270 half-chests c. Tls. 18 per picul. Scented Capers, 0.200 boxes c. Tls. 13 & 17 picul. Scented Orange Peels, 1.600 boxes c. Tls. 18 & 20 per picul.

Export of the various descriptions of Tea shipped from Canton Waters (Hongkong, Canton and Macao) to Great Britain to date:—Dec. 19, S. S. *Sorceron*, Congon 128,203 lbs., S. S. *Capo*, 97,671 lbs., S. O. *Pekoe* 28,500 lbs., total 264,380 lbs.; 20, N. S. *Tea*, Congon 155,384 lbs., S. O. *Pekoe* 67,088 lbs., total 232,472 lbs.—Milling, with previous shipments, a total for the season of 18

Occidental & Oriental Steamship Company.

TAKING THROUGH CARGO AND PASSENGERS FOR THE UNITED STATES AND EUROPE, CONNECTION WITH THE CENTRAL

AND UNION PACIFIC AND CONNECTING RAILROAD COMPANIES

ATLANTIC STEAMERS.

The S. S. "G A E L I C" will be dispatched for San Francisco via Yokohama, on FRIDAY, the 4th January, 1878, at 3 p.m., taking Cargo and Passengers to Japan, the United States and Europe.

Connection is made at Yokohama, with Steamers from Shanghai.

Freight will be received on Board until 4 p.m. of the 3rd January, 1878. PARCEL PACKAGES will be received at the Office until 5 p.m. same day; all Parcel Packages should be marked to address in full; value of same is required.

A REDUCTION is made on RETURN PASE TICKETS.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 37, Queen's Road Central.

G. B. EMORY, Agent.

Hongkong, December 12, 1877. jad

U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

THROUGH to NEW YORK, VIA OVERLAND RAILWAYS, AND TOUCHING AT YOKOHAMA, AND SAN FRANCISCO.

THE U. S. Mail Steamer CITY OF PEKING will be despatched for San Francisco, via Yokohama, on SATURDAY, the 19th of January, at Noon, taking Passengers, and Freight, for Japan, the United States, and Europe.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States via Overland Railways to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America by the Company's connecting Steamers.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic Lines of Steamers.

A REDUCTION OF TWENTY PER CENT. on regular rates is granted to OFFICERS of the ARMY and NAVY, and MEMBERS of the CIVIL and CONSULAR SERVICES IN COMMISSION.

Freight will be received on board until 4 p.m. 18th January. Parcel Packages will be received at the office until 5 p.m. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consider Invoices to accompany Overland Cargo, should be sent to the Company's Offices in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 6, Playa Central.

RUSSELL & Co., Agents.

Hongkong, December 31, 1877. jad

Intimations.

IN THE GOODS OF JAMES SMITH FERRIES, Deceased.

NOTICE is hereby given that all Creditors and other Persons, having any CLAIMS or DEMANDS upon or against the Estate of JAMES SMITH FERRIES, late Master of the S. S. "ZEALANDIA," who died at Sea on Board the said Vessel, on the 31st day of February, 1877, and whose Will was duly proved, and Letters of Administration, with the Will annexed, of whose personal Estate were duly granted to JOHN FAIRBAIRN, of No. 27 Queen's Road, in the Colony of Hongkong, by the Supreme Court of Hongkong, in its Probate Jurisdiction, on the 22nd day of September, 1877, are hereby required to send in writing the particulars of their Claims or Demands to the said JOHN FAIRBAIRN at his address aforesaid, or to the Undersigned, WILLIAM HENRY BRERETON, the Solicitor of the said JOHN FAIRBAIRN, at the Office of the said WILLIAM HENRY BRERETON, 28 Queen's Road, Hongkong, on or before the 10th day of January, 1878.

And notice is hereby given that at the expiration of the last-mentioned day, the said JOHN FAIRBAIRN will proceed to distribute the Assets of the said JAMES SMITH FERRIES amongst the parties entitled thereto, having regard to the Claims of which the said JOHN FAIRBAIRN has then had notice; and that the said JOHN FAIRBAIRN will not be liable for the Assets or any part thereof, so distributed, to any person of whom the said JOHN FAIRBAIRN has not had notice at the time of the distribution.

RUSSELL & Co., Agents.

Insurances.

YANGTSE INSURANCE ASSOCIATION.

CAPITAL Fully Paid-up, £15,000,000
PERMANENT RESERVE, £20,000,000
SPECIAL RESERVE FUND, £75,000
Total Capital and accumulations this date, £15,725,000

Directors:

F. B. FORBES, Esq., Chairman.
M. W. BOYD, Esq.
M. P. EVANS, Esq.

Secretary:
MESSRS. RUSSELL & Co., Shanghai.

London Bankers:
MESSRS. BARING BROTHERS & Co.

Agencies in:

HONGKONG, LONDON, SAN FRANCISCO, and the Principal Ports in the East.

POLICIES granted on Marine Risks to all parts of the World, at current rates.

Subject to a charge of 12% for interest on Shareholders' Capital, ALL THE PROFITS of the UNDERTAKING WILL BE ANNUALLY DISTRIBUTED among all Contributors of Business in proportion to the premium paid by them.

RUSSELL & Co., Agents.

Hongkong, October 1, 1877. ocil

CHINESE INSURANCE COMPANY, LIMITED.

NOTICE

POLICIES granted at current rates on Marine Risks to all parts of the World, in accordance with the Company's Articles of Association. Two Thirds of the Profits are distributed annually to Contributors, whether Shareholders or not, in proportion to the net amount of Premium contributed by each, the remaining third being carried to Reserve Fund.

OYLPHANT & Co., General Agents.

Hongkong, April 17, 1873.

ROYAL INSURANCE COMPANY.

THE Undersigned, Agents for the above Company, are prepared to grant Insurances at current rates.

MILCHERS & Co., Agents, Royal Insurance Company.

Hongkong, October 27, 1874.

LANCASHIRE INSURANCE COMPANY, FIRE AND LIFE.

CAPITAL, TWO MILLIONS STERLING.

THE Undersigned are prepared to grant Policies against the Risk of FIRE on Buildings or on Goods stored therein, or on Coal in Matsahda, on Goods on board Vessels and on Hulls of Vessels in Harbour, at the usual Terms and Conditions.

Proposals for Life Assurances will be received, and transmitted to the Directors for their decision.

If required, protection will be granted on first class Lives up to £1000 on a Single Life.

For Rates of Premiums, forms of proposals or any other information, apply to ARNHOLD, KARBERG & Co., Agents Hongkong & Canton.

Hongkong, January 4, 1867.

To Let.

A N O F F I C E T O L E T .
Apply to LANDSTEIN & Co.,
Hongkong, September 15, 1877.

TO LET.
NOS. 4, and 5, PEHILI TERRACE, ELGIN STREET.
Apply to LANE, CRAWFORD & Co.,
Hongkong, July 30, 1877.

TO LET.
THE Dwelling House and Offices No. 1, D'Aguilar Street, lately in the occupation of Messrs DOUGLAS LAPRAIK & Co., The Bungalow No. 17, Wellington Street.

Apply to DOUGLAS LAPRAIK & Co.,
Hongkong, December 28, 1877.

TO LET.

HOUSE No. 10, Albany Road, lately occupied by the Rev. R. H. KIDD, "Blane Villa," Pok-fou-lun, Furnished.

Nos. 9 and 11, Queen's Road Central, with spacious Grounds attached, at present occupied by Messrs BUTTERFIELD & SWIRE.

DAVID SASOON, SOSS & Co.,
Hongkong, October 13, 1877.

Insurances.

THE CHINA FIRE INSURANCE COMPANY, LIMITED.

HEAD OFFICE—HONGKONG.

AGENCIES at all the Treaty Ports of China and Japan, and at Singapore, Saigon and Penang.

Risks accepted, and Policies of Insurance granted at the rates of Premiums current at the above mentioned Ports.

NO CHARGE FOR POLICY FEES.

JAS. B. COUGHTRE,

Bershire,
Hongkong, November 1, 1871.

NORTH BRITISH & MERCANTILE INSURANCE COMPANY.

Incorporated by Royal Charter and Special Act of Parliament.

ESTABLISHED 1809.

CAPITAL £2,000,000.

THE Undersigned Agents at Hongkong for the above Company, are prepared to grant Policies against FIRE, to the extent of £10,000 on any Building, or on Merchandise in the same, at the usual Rates, subject to a discount of 20 per cent.

GILMAN & Co., Agents.

Hongkong, July 6, 1875.

QUEEN FIRE INSURANCE COMPANY.

THE Undersigned are prepared to grant Policies against FIRE, to the extent of £15,000 on Buildings, or on Goods stored therein, at current local rates, subject to a Discount of 20% on the Premium.

NORTON & Co., Agents.

Hongkong, January 1, 1876.

COLLIDAY, WISE & Co.,

Hongkong, July 26, 1872.

MANCHESTER FIRE ASSURANCE COMPANY OF MANCHESTER AND LONDON.

THE Undersigned have been appointed Agents for the above Company at Hongkong, Canton, Foochow, Shanghai and Hankow, and are prepared to grant Insurances at current rates.

COLLIDAY, WISE & Co., Agents.

Hongkong, October 14, 1873.

Merchant Vessels in Hongkong Harbour.

Extracts of late Arrivals and Departures reported to-day.

To facilitate finding the position of any vessel in the Harbour, the Anchorage is divided into eight Sections, commencing at Green Island. Vessels near the Hongkong shore are marked *a*, near the Kowloon shore *b*, and those in conjunction with the figures denoting the sections.

Section.

- From Green Island to the Gas Works.
- From Gas Works to the Novelty Iron Works.
- From Novelty Iron Works to the Harbour Master's Office.
- From Harbour Master's Office to the P. & O. Co.'s Office.
- From P. & O. Co.'s Office to Pedder's Wharf.
- From Pedder's Wharf to the Naval Yard.
- From Naval Yard to the Pier.
- From Pier to East Point.

Shanghai, Yokohama, Australian Ports, To-day.

Calcutta, Canton, Whampoa, To-morrow.

Repairing.

Shanghai, To-day.

The Flying Dutchman, To-morrow.

Shanghai, To-day.

Elgin Dock, To-morrow.

Shanghai, To-day.

Saigon, To-day.

Kin-ye-loong, To-day.

London, &c., To-day.

Coast Ports, To-day.

Sands' Slip, To-day.

Calcutta, Ningpo & Shanghai, To-day.

Shanghai, Koon Dock, To-day.

Shanghai, Aberdeen Dock, To-day.

Shanghai, Koon Dock, To